

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,347 號第拾肆百叁千叁萬壹第 日柒十式月十年六十二緒光 HONGKONG, TUESDAY, DECEMBER 18th, 1900. 式拜禮 號捌十月式十年百九千壹英港香 PRICE \$2½ PER MONTH

DISINFECT

WATSON'S
HYGIENOL.
(REGISTERED).

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central
NAPIER JOHNSTON'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whiskies are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
SIEMSEN & CO.
Hongkong, 26th July, 1897.

CUTLER, PALMER
& CO.'S
Price \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 2.00 p.m. Every quarter of an hour
2.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a speciality.
MOKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST,
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1898.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.



BITTERS.
ANG-OSTURA (SIEGERTS).
BOKERS.
PEACH.
AMER D'OR (LUXARDO).
DANVITA.
ORANGE.
C. O. Q. (COCKTAIL BITTERS).
POMERANZEN.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 18th December, 1900.

COTTAM & CO.
DRESS SHIRTS.
DRESS TIES.
DRESS SHOES.
DRESS GLOVES, &c.

SCHLITZ WORLD FAMED
BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS.
HONGKONG.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
LEMONADE.
SARSAPARILLA.
TONIC WATER.
SODA WATER.
GINGER ALE.
RASPBERRYADE.
LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LANE, CRAWFORD & CO.

A VARIED ASSORTMENT OF
CHRISTMAS AND NEW YEAR GIFTS.

FANCY LEATHER GOODS.
ELECTRO-PLATED WARE.
LAMPS AND LACE SHADES, Etc.
AYALA and ROUSSILLON CHAMPAGNE.
WINES, SPIRITS AND LIQUEURS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

32a

XMAS GOODS! XMAS GOODS!!

JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN
FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.
ALSO A FINE DISPLAY OF
PARISIAN TOYS
FOR BOYS AND GIRLS OF ALL AGES.
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

W. BREWER & CO.

NEW BOOKS.

Navy and Army, Volume 10 \$10.00
Lepcha Land, Six Weeks in the Sikkim Himalayas, by Florence Donaldson... 7.50
Little Folks, Christmas Volume... \$2.25 & 3.00
As Told in the Sanctum, by Consul-General Wildman... 2.50
Allan Adair, by Gordon Stables... 2.25
Edward Barry, South Sea Pearler, by Louis Becke... 1.50
The Woman of Death, by Gay Boothby... 1.50
Tommy and Grisel, by Barrie... 1.50
Heroes of the United Service, by Valentin... 4.50
China the Long-lived Empire, by Seidmore... 5.00

BOYS and GIRLS' BOOKS
in Enormous Variety, from 70 cents.

TUCK'S PICTURE BOOKS.
ANNUALS of every description.

TUCK'S NEW CHRISTMAS CARDS
(Enormous Variety in our New Store, No. 23)

TUCK'S CALENDARS.

SANDOW'S OWN DEVELOPERS.

ANGLO-CHINESE CALENDARS,
50 cents.

BADMINTON, CROQUET, TENNIS.
COMPENDIUM OF GAMES.

SMOKE'S CABINETS.
WRITING DESKS.

STATIONERY CABINETS.
Everything Good and Cheap.
23 & 25, Queen's Road, Hongkong.

FINE OLD WHISKIES.

SOLE AGENTS—
H. PRICE & CO.,
12, QUEEN'S ROAD.

THE ROBINSON PIANO
COMPANY, LIMITED.

Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in
Hongkong," and as they are gradually increasing their staff of workmen and have always from
Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of
orders within a few days. Samples can be inspected at our Show Rooms.
Valuable Instruments perfectly restored and modernized.

36a

GOVERNMENT NOTIFICATION.
No. 1187.

TENDERS with Detailed Specifications will
be received at the Colonial Secretary's
Office up to NOON OF FRIDAY, the 1st Fe-
bruary, 1901, for the Construction and Supply
of TWO WOODEN or COMPOSITE
STEAM FERRY BOATS for the JOHNS
STRAITS. (See Admiralty Chart No. 2403.)
Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.

The vessels to be of sufficient stability to
carry passengers on a shallow deck about one half
of their length.
To be driven by single or twin screw engines
at a speed of 9½ knots on the measured machinery
composite built, the frames and scantlings
throughout to be accessible for painting and
preservation from corrosion. Ceiling to be dis-
posed with as far as possible, what ceiling
there is to be of hard wood. The outside planking
to be of teak of substantial thickness.
If of wood to be built of Javan teak or Panaga
crooks for frames, &c. with teak planking and
hard wood ceiling.

The boats to be sheathed to well above the
water line with 18 oz. yellow metal.
Tender must state the price—1st with fit-
tings to burn liquid fuel, carrying a sufficient
supply to steam about 200 knots—2nd with fit-
tings for burning wood fuel—3rd with fittings
which can be altered for burning liquid or wood
fuel as found expedient.

The boats must be built for and fitted with
towing hooks and other fittings and gear for
towing a 40 ton tongkong.
One short mast forward for light and signal-
ing and a teak wood dinghy to be supplied with
each vessel.

First Class and Native passenger accommo-
dation to be separate. Space for baggage to be
provided below.
Any further information can be obtained
from the Master Attendant, Singapore. The
Tenders to state the date on which the boats
can be completed and delivered in Singapore.
The Government does not undertake to ac-
cept the lowest or any tender.
Colonial Secretary's Office,
Singapore, 22nd October, 1900.

FOR SALE—A BARGAIN!
FOR ONE WEEK ONLY.

ALL kinds of PHILIPPINE POSTAGE
STAMPS from 1854 to 1898, in any
quantity.

Apply to—
M. DE ESPINOSA,
No. 4, Duddell Street,
Opposite Thomas' Grill Room.
Hongkong, 17th December, 1900.

3173

FOR SALE

TWO POWERFUL HYDRAULIC
PRESSES.

For further particulars, apply to—
Messrs. LAUTS, WEGENER & CO.
Hongkong, 5th December, 1900.

3068

NOTICE

STEAMERS calling at Amoy can be supplied
with the highest class of JAPANESE
BUNKER COAL.

For terms, &c. apply to—
LAUTS, WEGENER & CO.
Amoy, 10th October, 1900.

2686

INTIMATION.

GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
The Only
Award
Chicago, 1893
NUMBERS FOR USE BY BANKS
Barrel Pens, 225, 230, 262
8½p Pens, 332, 309, 287, 194,
404, 7,000.
In Fine, Medium, and Broad
Points.
THE NEW TURNED-UP POINT. 1032.
2831

GILLOTT'S
PENS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE
PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the
Tram Terminus.

Tel. 56.
For Terms, apply to the
HONGKONG, 2nd July, 1900.

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Ma-
nagement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious garden, it is an ideal place of Residence.

The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.

Bowling Alleys and Billiards

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNE,
Proprietors, Manager.

Hongkong, 28th September, 1900.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE"
NOTICE

STEAMERS calling at Amoy can be supplied
with the highest class of JAPANESE
BUNKER COAL.

For terms, &c. apply to—
LAUTS, WEGENER & CO.
Amoy, 10th October, 1900.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.SPECIALITIES FOR THE
SEASON.

PORT WINE

AND

SHERRY

of the finest Vintages.

CLARETS

including Wines from the most celebrated Chateaux.

SCOTCH WHISKY.

Our Whiskies are so well known and appreciated that comment is unnecessary.

CONFECTIONERY.

Imported from the leading London and Parisian Houses.

COGNAC BRANDY.

Hennessy's finest productions.
Quality guaranteed.

AERATED WATERS

Absolute purity guaranteed.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.

On the 10th December, 1900, at 3, Seward Road, Shanghai, the wife of C. Robertson, Municipal Health Department, of a daughter.

MARRIAGE.

On the 10th December, 1900, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., assisted by the Rev. A. B. Price, of H.M.S. Aurora, and the Rev. E. F. H. Smith, of H.M.S. Centurion, ANNIE NICOLL, youngest daughter of the late Alexander Nicoll, of London and New York, to Lieut. Walter J. Matthews, R.N., son of the late Edward Matthews, London.

DEATH.

At the General Hospital, Shanghai, on the 11th December, 1900, MATTHEW JULIUS CENTERHALL, aged 50 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 18th, 1900

It is plain from recent telegrams from North China that the province of Chihli is by no means cleared of Boxers and disorganised Chinese soldiery yet, in spite of the fact that some weeks have elapsed since we were informed that this was so. Two small fights in the centre of the province on the 10th and the 12th instant were reported by the *Ostasiatice Lloyd* telegrams appearing in our local evening contemporary on Saturday. The first was an engagement between a large body of Boxers and a picket of the allied troops near Hosiwu, which culminated next day in the defeat and dispersal of the Boxers by a strengthened force of Allies. The affair of the 12th instant was about twenty miles west of Peking. No details are to hand beyond the statement that the Boxers attacked a small British force. Another battle is reported from Chihli, but the Chinese combatants in this case were not Boxers, but apparently regular troops. A Tientsin telegram, according to our Shanghai correspondent, reported last week the killing of forty-three of his men, and the looting of his baggage. It is also stated that his prisoners, certain notorious Boxers, were released—a story which is incredible. The British are said to regret the attack on General Mer, who has opposed the Boxers and befriended missions. Mer, it will be remembered, was in command of a body of foreign-drilled troops during the previous Viceroyalty of Li HUNG-CHANG in Chihli. The story is, a strange one, but as fuller details are not to hand yet the only course is to reserve our judgment. There is, however, no doubt that Chihli is by no means in the quiet state in which we were led to believe it was. The flying excursions of the allied troops have not succeeded in reducing

even the neighbourhoods of Peking and Tientsin to peace. Nor does the approach of winter appear to have frozen Boxer activity, though this activity manifests itself only in small guerilla warfare. It certainly seems curious that the Boxers have managed to resist all efforts to crush them in the province where the Allies have had so many men at their disposal. The name "Boxer" no doubt includes all the disbanded soldiery from the wreck of the Imperial troops who fought the Allies in August. The difference between the Boxer and the ordinary Chinese soldier, undisciplined by European drill, is little, and the remnants of the inferior troops no doubt have easily adopted Boxer garb and manners.

Apart from these engagements, there is no news from the north. A correspondent writes to us from Tientsin and reports nothing stirring either there or at Peking. He had, moreover, the same story himself from a very well known correspondent at Peking. The protracted nature of the peace negotiations perhaps prevents the interest in them from becoming acute. Even the hitch over the Chinese representatives' credentials caused but little sensation. The difficulty has been easily solved, and those who took the opportunity to heap abuse on the "pretended peace-makers" must now be engaged in explaining their remarks away. What new obstacles may arise to check the progress of negotiations it is impossible to foresee. Lord SALISBURY cheerfully observed in the debate on the Address that he felt more confidence in the stability and success of the international Concert than he did regarding the date of the achievement of success. It is to be feared that many do not share the Prime Minister's confidence in the Concert, while agreeing with him about the date. Chinese procrastination, of course, is largely responsible for the delay, but it cannot be denied that if there had been more real unity among the Powers the obstinacy of the Chinese Government could not have succeeded so well in putting off the day of settlement. The word "Concert" of late years has come to have rather an unedifying significance, and the present Concert seems hardly likely to add to the good name of these international assemblies. If the representatives of Europe, the States, and Japan employ their abundant time to advantage, the delay may not be altogether unprofitable. At any rate, there will be no excuse if the many questions at issue in China are not well threshed out and the remedies ultimately applied such as meet the exigencies of the case.

The game at Happy Valley yesterday afternoon between the Hongkong Football Club, and a team from the Royal Engineers ended in a draw of two goals each.

The visitors to the City Hall Library and Museum last week included 448 non-Chinese and 179 Chinese to the former institution, 248 non-Chinese and 2,568 Chinese to the latter.

We are requested to remind our readers that the general meeting of the Members and Associates of the Hongkong Branch of the Navy League will be held in the Chamber of Commerce rooms this afternoon at 5.15 p.m.

Theatre-goers will be pleased to learn that the Taylor-Carrington Co. will return shortly from Manila. They will play three special performances, as stated in the announcement in another column, and the opening date is the 20th inst.

A spark from the cook-house on Saturday set fire to a gardener's hut at Yaumatei, and before the outbreak was mastered by the police and soldiers promptly in attendance several other huts were involved and destroyed. The damage amounts to \$300.

We have been requested to call attention to the fact that the Typhoon Relief Fund will be closed on Saturday next. Those who have not yet subscribed and who wish to do so should send in their subscriptions to Sir Thomas Jackson on or before that date.

Among the pleasures in store for amusement lovers, nothing comes along more welcome than the old favourites who have been absent from Hongkong for several years. The Harmsen Circus Company are now having a successful season at Bangkok, and will shortly be seen here. Col. Hicks has arrived and is prospecting for a suitable site. Due notice will be given of the opening date.

The Hongkong Hockey Club will play a match against the officers of the Hongkong Garrison on the Club ground at the Happy Valley to-day, commencing at 4.15 p.m. The Club will be represented by—MacLaren, R. N. (goal), P. Wolskel, and A. N. Other (backs); H. W. Slade, F. B. Deacon, and H. Strong. R.M.L.I. (half backs), J. Hooper, R. J. Gerrard, G. Gibson, R. N. Shetler, R.N., and Hazel, R. M. L. I. (forwards).

The body of Sergeant W. J. Howell, Royal Welsh Fusiliers, who died in hospital on Sunday from fever, was interred at Happy Valley yesterday afternoon with military honours. Sergeant Howell for some time was instructor of "D" Company, Hongkong Volunteer Corps, and as a tribute to the memory of the deceased, Sergeant-Major Power, in name of the officers, non-commissioned officers, and men of the corps, sent a beautiful wreath to be placed on the grave.

The body of Stoker Sullivan, of H.M.S. Isis, was found floating in the harbour on Saturday morning off Fanwick's engineering establishment. Sullivan had been missing since the previous Sunday.

We understand that among the horses which Hongkong is contributing to the Amoy races on the 10th, 11th and 12th prox. are Consul-General Willman's *Thistle*, Mr. G. H. Potts's *Tecan*, and Lieut. R. P. Johnson's *Wiscard*.

Tientsin is now under a provisional government composed of various nationalities with Mr. Tenney, late of the Tientsin University, installed as secretary. The headquarters of this Government is now inhabiting what was Li Hung-chang's yamen.

There is considerable sickness among the British troops at Ferozepore, writes a Lahore correspondent. The hospitals and all the available tents and cots for the sick are full, and the men in barracks are all lying sick under blankets. There is not a man fit to carry a rifle, or turn out for guard; nor men in the battery to put on the horses or drive the guns.

It is reported from Shanghai that H.M.S. *Hermione* is proceeding to Nanking to relieve H.M.S. *Bonaventure*. H.M.S. *Woodcock* left Shanghai on the 10th inst. for Hankow to relieve H.M.S. *Woodcock*. The C.M.S. *Tatung*, which arrived at Shanghai on the 10th inst., reported H.M.S. *Daphne*, the German gunboat *Ullrich*, and the French gunboat *Surprise*, at Hankow; H.M.S. *Redpole*, at Kiukiang; H.M.S. *Lianat*, at Wahu; H.M.S. *Bonaventure*, at Nanking; and H.M.S. *Rosario* and two German cruisers at Chinkiang.

Friends in Hongkong of Mr. B. James, formerly master at Queen's College here, and later at King's College, Bangkok, who visited Hongkong earlier this year with Mr. C. Carter and the young Siamese princes, only to fall ill and spend four months in our Civil Hospital, is reported now to be looking very much better by recent arrivals from Bangkok. He arrived here in poor health after his month's convalescence in Japan, but the voyage south has benefited him considerably. He has left Siam again for North Italy, travelling by the last homeward German Mail from Singapore.

In the last number to hand of the *Monthly Review* Mr. C. J. Holmes writes very enthusiastically on the subject of old Chinese art. "Outside the very greatest names of Europe," he says, "it is surprising how small a number of painters can be said to possess the qualities which characterise the great periods of Chinese art. The evidence of their porcelain is enough to prove that the Chinese have been masters of colour to a degree unknown in the West. Individual European artists have been magnificent colourists, but in no nation, not even in the Japanese, has the colour faculty been developed so invariably and so uniformly."

Another attempt at raising the dredger *Canton River* was made on Sunday, but it ended rather disastrously. The *Salvage Rickmers*, as usual, was filled with water down to her Pliassell mark, and having made fast to the dredger, started to pump the water out of her oil tanks. The strain on the cables encircling the dredger, as may easily be imagined, was tremendous, and they proved unable to bear it and parted—the sunken vessel, which however, had not been raised any appreciable extent, immediately settling back into its old place. To avert this contingency, if possible, in future, it is proposed to distribute the strain equally on the hawsers by requisitioning the two lighters, and it is hoped thus that material progress will be made.

We are informed that Letters Patent by various maritime countries have been granted to Capt. E. Theo. Bunje, Hongkong, for a new and improved mooring-anchor, or ground-tackle, especially adapted for harbour buoys. The great advantages of these moorings are, it is claimed, that they are considerably cheaper than other moorings, of great holding power, of simple construction, easy to lay, and not liable to be fouled by the mooring chain. Further it is pointed out that they have been used now for several years at Messrs. Meyer and Co.'s buoys off the Royal Dutch Petroleum Co.'s Wharf, where strong tides and heavy winds prevail. The moorings can be made up to any weight required by the local engineering firms here and at other ports, who are authorized by the inventor; this will be advantageous to shipping firms, as other heavy moorings are not always procurable.

Another step was taken in the hearing of the charge arising out of the West Hongkong shooting affray at Shanghai on Saturday week last, when Mr. Burrows, the Magistrate, took the evidence of the wounded soldier Babo at the camp hospital. He said that on the day of the assault he was in company with a comrade named Lohmann at a tea house in the North Honan Road. A disturbance occurred concerning the quality of the tea, and a crowd collected round the door. He drew his bayonet to frighten the Chinese away. Subsequently a man in uniform sold down at the table with them and they all drank tea together. They went out afterwards and walked along several streets, having his arm hooked with that of the man in uniform. They had not gone far before they reached a courtyard where there were some steps. He mounted the steps with the man in uniform and when he reached the top he felt his bayonet was being drawn out; at the same time the man in uniform held a revolver at his chest. He shouted "My bayonet! my bayonet!" and heard a report. He felt his left arm drop as though some one had struck him a blow on the muscles. He then ran away, and getting into a rickshaw, reached the camp, whence he was sent to hospital. The witness was cross-examined by Mr. McNeill, and the proceedings then terminated.

A golf match at Shanghai last week between Ewo and Wayfoong was won by the former by two holes.

Welhaiwei was visited by an unusual blizzard the week before last and a fall of snow to the depth of three feet.

The post assigned to Lu Chuan-lin, simultaneously with Sun Chiu-nai's appointment to the Presidency of the Board of Rites and the Hanlin College, is the Presidency of the Board of Revenue.

The return to Shanghai of Major Donald Mackenzie, Commandant of the S.V.C., resulted in an inspection of the Corps on Monday of last week in the Drill Hall. 258 of all ranks put in an appearance, were inspected and dismissed.

The *Shanghai Mercury* learns that the French gunboats *Surprise* and *Lion*, which are at present at Hankow, are likely, owing to want of water, to be detained there until next March, as the condition of the river will not admit of their returning until the river rises again in the spring.

Cholera has broken out in Mandalay, writes an occasional correspondent by last mail, and owing to a number of troops in the Durham Light Infantry being attacked, it is proposed to send the Royal Fusiliers from Nuseerahad and Neemuch to Burma at once, replacing the latter by a wing of the Connaught Rangers from Meerut.

It is proposed to form a company at Shanghai under the name of the Anglo-Chinese Fibre Co., Ltd., to acquire and work a process for degumming China Grass and extracting the fibre. The share capital is £10,000, in 5,000 ordinary and 5,000 deferred shares of £1 each. The Chartered Bank of India, etc., are the bankers of the company and Messrs. Holliday, Wise and Co. its agents.

Considerable dissatisfaction seems to exist in political circles in Siam in regard to the agreement which has just been concluded between Great Britain and that country. By it Britain abrogates the schedule of taxes in five sections of the 1856 Agreement, on the condition that the taxation on the land held by British subjects in Siam nowhere exceeds similar taxation in Lower Burma.

It is stated that Dr. Goto, Chief of the Formosa Civil Administration Board, who is now in Tokyo, has petitioned the Central Government to increase to three million yen the Formosa Public Works Loan Bonds, an excess issue of which is to be floated in the course of next year. It is reported that the Minister of Finance has consented to Dr. Goto's proposal. The bonds will probably be placed on a foreign market, it is said.

The total amount of the expenditure for the next Japanese fiscal year, approved at the first meeting of the Cabinet this month, is said to be some 240 million yen. The Budget includes the cost (¥6,000,000) for constructing the Kara Iron Works, the estimates for the works required during the next ten years in the Hokkaido, the increase of *hannin* officials in prefectural governments, the establishment of new Consulates, and the extension of the telegraph and telephone services.

A Hangchow despatch to Shanghai last week stated that, so far, a little over 50 men have been arrested for implication in the Chuchow massacre last July and brought to Hangchow. There have been several trials and only two men have confessed so far. The abducting Taoists of Chuchow, Pao Ho-nien, who was arrested at Changchou, has been brought back to Hangchow, as we have already been informed by telegraph, and confined in the Judge's yamen. A careful watch is kept over Pao for fear of his making away with himself to escape punishment.

Referring to Sir Edwin Arnold's proposal that the jinrikisha should be introduced to London, the *Yorofau Choko* sorrowfully remarks—"But Sir Edwin does not propose to import our *kurumaya-san* along with the jinrikisha, one of his reasons for suggesting this innovation being the very desirable employment it would provide for London street-loafers. He says that our *kurumaya-san* are excellent, charming, indispensable in Tokyo or Yokohama. We can, however, assure the writer that we shall be very glad if London will take him away."

According to the reply of the Osaka City Office to a question put by a member of the City Assembly, reported in a recent issue of the *Kobe Chronicle*, the total amount of the expenditure appropriated for dealing with the outbreak of plague in Osaka from the 19th November, 1899, when the disease appeared, to the 31st March last, was ¥ 73,000, and a further ¥ 45,700 from the 1st April to October last. The total number of cases of plague reported from the 19th last year to the 14th inst. numbered 143, of which 132 ended fatally, 7 recovered and 4 are under treatment.

The amount given in the *N.C. Daily News* of the Empress Dowager's threat against anyone suggesting a departure, is as follows:—The other day a member of the Grand Council, who happened to breach the subject, was startled out of his wits at hearing the loud voice of the Empress Dowager retelling him and threatening to offer personal violence on anyone who should dare to suggest such a thing either to her or the Emperor. It is reported that she also said at the time that a person can only die once, and that her death would occur at the moment when anyone should dare to repeat the suggestion of the Court leaving Hsian; while the fate of the one making such a suggestion would be a terrible one. Friends and relatives in the south are therefore warned not to go to Hsian.

The cost of regimental necessities for British troops in the four Commands in India for the next financial year is estimated at over £28,000.

The issue of 303 ammunition at half price up to a limit of 11 boxes or 12,000 rounds, to each battalion of Native Infantry or regiment of Native Cavalry, is sanctioned by the Government of India.

New rules come into force next hot weather for the employment of *munika* coolies for British troops in India, under which the coolies will be entirely controlled by the officer commanding the company or squadron.

The proposals of the Burma Government for the transfer to the Burma Railway Company of such portion of the Government Flotilla as now plies between Mandalay and Bhamo have been approved so far as the steamer *George* is concerned. The steamer *Bhamo* is to be employed at present until required to replace the *George*. The arrangement is for the Railway to keep the vessel in repair and employ it for the conveyance of passengers and goods between Kathu and Bhamo as required.

In a conversation the *Mandala Times* had recently with Capt. C. W. Mead, of the 36th Infantry, who has made the preliminary survey for the proposed railway line to Benguet, he gave as his opinion that work could not commence on that line for six months. In the first place, the line is to be surveyed and in the second place there is no road through the region which will suffice for the hauling of any sort of supplies. He expects to leave shortly for the scene of his labours, and the first work will be the completion of a practical wagon road parallel with the proposed line of railway. This will require, in the Captain's estimation, at least six months, and nothing can be done on the railway line, not even completing the survey, until the wagon road is in practical condition.

The Calcutta Port Commissioners recently invited tenders for locomotives from English and American builders. The lowest English tender received was that of Messrs. Neilson, Reid & Co. £1,545, in nine months' time. The lowest American was from the Pittsburg Company at £1,260, free on board at New York, or £1,378 at Calcutta, in six months' time. It thus appeared that the English quotations exceeded the American by £285, or 23 per cent. in price and by 50 per cent. in time. The last lot of locomotives supplied by Neilson, Reid and Company, in February, 1899, cost £1,345 each, so they have now made an advance of £200, or 15 per cent. The freight for these engines from England was £137 each, against £118 now quoted for freight from America. The Vice-Chairman recommended that the tender of the Pittsburg Company to deliver in Calcutta for £1,378 be accepted. The Committee advised that under the circumstances there was no alternative but to accept the tender of the American builders.

LOCAL MOVEMENTS.

H. M. S. *Terrible* returned to Hongkong yesterday morning, having left Yokohama on the 10th inst.

H. M. S. *Isis* left on Sunday night for Swatow.

H. M. S. *Pigmy* and *Algerine* left yesterday for Singapore.

H. M. S. *Undaunted* and *Astrea* went out yesterday morning for practice.

The British transport *Reina* left on Sunday for Bombay.

THE TYPHOON RELIEF FUND.

MEETING OF THE COMMITTEE YESTERDAY. A meeting of the committee of the Typhoon Relief Fund was held in the Council Chamber yesterday morning. His Excellency the Governor presiding. The members of the committee present were Sir Thomas Jackson, the Hon. J. J. Kewrick, the Hon. J. H. Stewart Lockhart, C.M.G., Mr. Fung Wa Chuen, Mr. Ho Fook, and Mr. Lo Kun Ting.

The HONORARY TREASURER (Sir Thomas Jackson) stated that subscriptions to the amount of \$14,110.20, plus 25¢, had been received. Mr. Fung Wa Chuen informed the committee that he had collected a further sum of \$7,000, which would make a grand total of \$21,110.20, plus 25¢. He further stated that he and his confreres had met the day before at the Tung Wah Hospital and had been assisted in their enquiries by many of the leading Chinese residents. They had investigated 145 cases which were in need of relief. It was ascertained that the loss sustained in these cases amounted to \$50,000. Mr. Fung also reported that there were still other cases which would be investigated the following day.

The total loss in cases requiring assistance was estimated at \$70,000. It was agreed that the Chinese members of the committee should be empowered to distribute the relief in the most necessary cases in the first instance, and that they should furnish a report of the cases relieved and the moneys distributed for the information of the subscribers to the fund.

It was decided that the subscription list should be closed on Saturday next, the 22nd inst., and that those who wished to subscribe and who had not yet done so should be requested to send in their subscriptions to the Honorary Treasurer on or before that date. Sir Thomas Jackson said great thanks were due to Mr. Fung Wa Chuen for the energetic spirit displayed by him in collecting subscriptions from the Chinese community. Mr. Fung replied, observing that he had been greatly helped by the other two Chinese members of the committee, and also by other Chinese gentlemen.

The meeting then adjourned.

The Hon. Treasurer begs to acknowledge receipt of the following amounts to the Fund, and will be glad to receive further subscriptions:—
Previously acknowledged, £20 & \$14,027.50
Dr. Noble 50
W. J. Saunders 25
A. W. Brewin 10
C. Abdoles & Co 10
Mrs. Bateman 5
E. Titcher 5
J. C. Watson, H.M.S. *Lianat* 1
F. E. Seymour do 1
Dr. Campbell do 1
250 & \$14,135.30

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 17th December, 10.25 p.m.

SCANDALOUS APPOINTMENT TO
HUPEH GOVERNORSHIP.

Ching Sing, the Manchou official who was lately Treasurer of Honan, and who was equally guilty of the outrages with the Governor, Yu Chang, assumes the seals to-morrow as Governor of Hupeh.

HONGKONG LEGISLATIVE
COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY THE GOVERNOR (SIR HENRY BLAKE, G.C.M.G.).
Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).
Hon. W. MEIGH GOODMAN, Q.C. (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. R. D. OMBEY (Director of Public Works).
Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).
Hon. BAILL TAYLOR (Acting Harbour Master).
Hon. C. P. CHATER, C.M.G.
Hon. J. J. KEWICK.
Hon. Dr. HO KAI.
Hon. JOHN THURBURN.
Hon. WEI A YUK.
Mr. C. CLEMENTI (Acting Clerk of Council).

FINANCIAL.
The COLONIAL SECRETARY laid on the table Financial Minute No. 70 and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was carried.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 19), and moved its adoption.

The COLONIAL TREASURER seconded and the motion was carried.

THE REGULATION OF THE POLICE FORCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to consolidate and amend the Law for the establishment and regulation of the Police Force of the Colony. He said—The Act at present in force is Ordinance No. 40 of 1887. That Ordinance has been amended on two occasions—first, by Ordinance 29 of 1890, secondly, by Ordinance 52 of 1895, and further amendments have become necessary, owing to the increase in the force caused by the acquisition of the New Territory, and by the fact that the present Ordinance makes no provision for the appointment of assistant superintendents. The old Ordinance had a schedule to it, and I find this a very inconvenient matter to legislate, because every time you alter the constitution of the force by adding two men, or altering the disposition of the men, it necessitates an Act of Parliament and the passing of a new schedule. Looking at the Straits Settlements Ordinance, I find that, instead of being included in the schedule, it is provided for by a regulation equivalent to section 3 of this Ordinance, which enacts that "the Governor may also authorise the engagement for the service of the Police Department such clerks, constables, engineers, stokers, seamen, boatmen, and other employees as may, from time to time, be provided for by the Governor and Legislative Council by annual vote or otherwise." The only really new sections in the Ordinance are sections 3 and 4, which take the place of the old schedules I mentioned. In making the consolidation of the Ordinance, much of the language used in the Act of 1887 has become obsolete now. For instance, we do not speak now of a Colonial Surgeon, but say "Principal Civil Medical Officer," and such like alterations. Substantially the Ordinance before you is just as it stands at the present time, with the exceptions of sections 3 and 4. I beg to move the second reading.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Council then went into committee and considered the bill clause by clause.

On the Council resuming, no material alterations having been made in the Bill in committee, the Bill on the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, was read a third time and passed.

THE BANKRUPTCY ORDINANCE.

The ATTORNEY-GENERAL—The next item in the Orders of the day is "Second reading of the Bill entitled An Ordinance to further amend the Bankruptcy Ordinance, 1891. He said—This Bill was only published in the *Gazette* on Saturday last, and consequently it may be advisable that the second reading should stand over until the next meeting of the Council. Any of the public feeling interested in the subject and wishing to make representations to the Colonial Secretary or myself will be at liberty to do so.

The second reading was accordingly allowed to stand over.

NATURALISATION.

The Bill entitled an Ordinance for the Naturalisation of Chan Ping Hui, alias Chan Shek Shan, was read a second time, and after it had been considered in committee it was read a third time and passed.

THE ARMS AND AMMUNITION ORDINANCE.

The ATTORNEY-GENERAL proposed the second reading of a Bill entitled an Ordinance to amend the Arms and Ammunition Ordinance, 1900. He said—This Bill amends the Ordinance which was passed by this Council not long ago. This Ordinance was of some importance and it was sent home and I think there was a protest sent with it. In reply the Secretary of State in his despatch of the 28th June, 1900, approved of the Ordinance, but suggested two slight amendments, and these two amendments appear in sections 3 and 4 of the Bill. Section 2 of the Bill explains the meaning of the word "importer," as including "every person, whether a commission agent or otherwise, to whom, or to whose order, arms or ammunition landed in this Colony are consigned." It was found that commission agents were getting arms sent into the colony on commission and they said they were not importers. Rather than have any discussion about it, it was thought better to make the meaning more clear by legislation. It is perfectly clear that a commission agent who imports goods into the colony is an importer, as is a man who brings arms into the colony. As regards the third section, that deals with a difficulty suggested in the memorandum

submitted by the arms-dealers. They seemed to say that if a coolie was carrying a gun belonging to his master he might be held liable. I do not think I should hold that if I were a Magistrate. I should say that if you are one of the exempted parties a coolie carrying your gun would not be liable to arrest. But rather than have any discussion the Secretary of State thought it better that it should be made clear that such a person should not be liable. With regard to section 4, honourable members will remember that by section 9 of the principal Ordinance it is provided that when arms and ammunition are found on a junk everybody found on the junk was held liable. This section has been amended by adding, at the end thereof, the following proviso: "Provided that every person proceeded against under this section shall be a competent but not compellable witness, and that no person shall be liable to any punishment under this section if it is proved to the satisfaction of the Magistrate that he was not the person in charge, but was on board as a bona fide passenger or a member of the crew and the presence of any such arms or ammunition on board." Section 5 deals with a technical quibble which was taken before the Magistrate recently, making it incumbent upon the arms-dealer to ask the name and address of the purchaser. The amendment to section 15 is necessary because, without inspection of stock, the accuracy or otherwise of the stock book cannot be ascertained. The object of the amendment of section 7 for section 13 of the principal Ordinance is to enable the Government to know what arms and ammunition are imported into the colony. Section 8 of this Ordinance is new and is intended to meet cases where arms, etc., are shipped for some port beyond the colony but are handed here because the ship does not go so far as the port of destination. In the absence of a bonded warehouse and of a customs house in the colony the arms once landed are under the control of the person in whose custody they are, and unless they are constantly watched by the police, there is no guarantee that they might not, in some place other than the original port of destination. Hence it is desirable that the police should know where they are. Section 9 prevents the application of sections 2 and 8 where the arms or ammunition are consigned for the use of Her Majesty's Military or Naval Forces.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was then considered in committee clause by clause.

On the Council resuming the Bill was read a third time and passed.

PROPOSED REVISION OF THE STATUTE LAWS OF THE COLONY.

The ATTORNEY-GENERAL proposed the second reading of an Ordinance to make provision for the Preparation and Publication of a New and Revised Edition of the Statute Laws of the Colony. He said: "The objects and reasons" attached at the foot of the Bill explain it as concisely as possible, and it will be sufficient if I read them. They are as follows:—The Concise Edition of the Laws of the Colony is now out of print, and as several of the annual collections of Ordinances expired since 1890. It has therefore been thought advisable to make arrangements for the preparation of a new and revised edition of the laws, and the Secretary of State has approved of such arrangements being made. The Chief Justice has offered to prepare such an edition, without payment, and it is proposed by this Bill that he should be appointed a Commissioner for that purpose, with certain specified powers. These powers are similar to the powers which were vested in him when he was preparing a new and revised edition of the laws of St. Lucia and Tobago, and, although fuller and more precise, they are not dissimilar to the powers which were exercised without legislative sanction, by the compiler of the Concise Edition. I think we are all agreed that the time has come when a new edition of the laws is required. There have been many amendments since Mr. Leach's book was brought out, and so many important Ordinances have been passed during the ten past years that there is great need for a new edition. The preparation of that new edition will take up a good deal of time, but I think there is no one better qualified than the Chief Justice, who has revised two sets of laws in other colonies, to undertake the work. (Applause.)

The COLONIAL SECRETARY, in seconding, said: "I beg to endorse the remarks of the Attorney-General with regard to Sir John Carrington. I think the colony is to be congratulated on having obtained his services in carrying out this important duty. (Hear, hear.)

ADJOURNMENT.

It was decided to adjourn *sine die*.

THE CHRISTMAS HOLIDAYS.

His EXCELLENCY the GOVERNOR said: "Before we adjourn I may mention that there is no further business to come before us this year. A short time ago a proposal was sent in from the various banks to the effect that as Tuesday and Wednesday of next week should be public holidays it would be advisable that I should declare Monday to be a public holiday as well. Having regard to the fact that there is a large amount of business done here I thought it advisable not to settle the matter before sending it to the Chamber of Commerce for consideration. The Chamber of Commerce have now added their recommendation to that of the managers of the various banks, and therefore I have declared Monday as well as Tuesday and Wednesday to be a public holiday next week. There is nothing more remains for me, gentlemen, but to wish you all a happy Christmas and a pleasant holiday. (Hear, hear.)

MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of the Council, the Colonial Secretary presiding.

The CHAIRMAN said he had only one minute to bring before the committee, and that was one in which the Governor recommended the Council to vote a sum of \$6,854.40 to cover the cost of the erection of a Signal Station at Green Island. This expenditure had been incurred in connection with the erection of a signalling station at Green Island with the view of improving the harbour from the south. As members of the committee would be aware some time ago it was impossible on one occasion on account of the fog to see vessels approaching, and therefore they arrived in the harbour before people had been notified of their approach. No doubt they would all agree that this was a very desirable thing, and that money expended in this direction would be money well spent. (Hear, hear.) With regard to this vote, as there would be no further meeting of the Council this year, it would perhaps not be regular for the money to be expended this year, seeing that it would not be confirmed by the Council this year, but under the circumstances he thought he might take it that the committee would not object as members of the Council to the money being expended this year.

No objection was raised and the vote was passed. This was all the business.

POLICE COURT.

Monday, 17th December.

BEFORE MR. HAZELAND.

SUPPOSED HIGHWAY ROBBER.

Lo Mun, a coolie, was brought up on suspicion of being connected with the robbery on Stanley Road on Friday last, when a hawk named Yung He was set upon by four or five men and his possessions taken from him.

The hawk, it appeared, after the robbery, saw the man in the street down Wanchai way, and reported the fact to Sergeant Ritchie, of the Police Station there, who went in search and ultimately found him in an opium den.

The defendant was formally remanded for a week.

BY FIVE MINUTES.

The chief officer of the steamer *Argyllshire* was arrested on Saturday for being drunk and incapable. He was liberated on bail of \$15, which he forfeited by appearing in court five minutes too late.

STRIPPING PRIVATE CHAIRS.

Chan San, coolie, was charged with stripping the brass mountings from two private chairs owned by a Chinese shopkeeper. He was seen by one of the complainant's coolies, who gave the alarm, and complainant was arrested by a watchman.

Six weeks' hard labour was the reward of his industry.

HEAVY FINE FOR GAMBLERS.

Fifteen of these individuals, who were arrested by chief Detective-Insp. Hanson on Saturday at 316, Queen's Road Central, were brought up and charged. The two keepers, who are old hands who, within the police station from one place, give the authorities a lot of trouble by slinking business, were in other quarters, were fined \$50 or two months' imprisonment, the others \$3 or eight days.

A CHINAMAN'S PECULIAR STORY.

A Chinaman who was charged with stealing a chicken submitted a peculiar defence. He was walking quietly along the road, he said, when "something" he did not say what it was, told him to take one of those chickens, and straightway acting on this inspiration, he produced some rice and threw it temptingly on the ground. The unsuspecting fowl that came up to peck the rice was promptly grabbed and tucked beneath the wily one's jacket. A vigilant inkong, however, witnessed the incident, and took the Chinaman and chicken to the lock-up.

That peculiar "something" cost him a month.

BEFORE MR. KEMP.

THEFT BY MULE-DRIVER.

A driver in the mule battery employed at Kowloon was charged with stealing from another driver articles of clothing, etc., to the value of \$18. He denied it.

The complainant said he and the defendant had had a quarrel, and the latter had sworn to steal all the complainant's clothing. Witness did not see him commit the theft, but others did. The clothes had not been recovered.

Another mule-driver deposed that he saw the defendant enter the complainant's tent and emerge with the clothes under his arm.

The defendant persisted that the charge was a trumped-up one. For the same offence he had been taken before the adjutant, who discharged him on the ground that there was no proof against him. Complainant's master then handed defendant over to the police.

This time he did not emerge so successfully. He got fourteen days.

GAMBLERS.

Sixteen gamblers who were arrested by Sergeant Watt, in charge of a party of police, on Saturday afternoon at Lower Lascar Road, were convicted. The three keepers were fined \$20 or six weeks' hard labour, the others \$3 or eight days, all money and implements of gambling to be forfeited.

Chief Detective-Insp. Hanson on Sunday superintended a surprise visit to a gaming house at 12, Fuk-tan-chung, Tsam-tsin, and made fifteen arrests.

Mr. Hanson stated that the house was probably run by a syndicate, of whom the two keepers were merely employees. The place was so well guarded that it was impossible for the inspector at Tsam-tsin to do anything, and action had to be taken from this side.

Keepers, \$30 or six weeks; gamblers, \$3 or eight days; forfeiture order as usual.

Four coolies were up on the novel charge of gambling on the number of pipes contained in an orange. They were so engrossed in their game that a Chinese constable was enabled to steal up and arrest all four.

THE JAPANESE NAVY.

At the commencement of the war between China and Japan, the latter Power possessed a navy of only 39,000 tons, while that of her opponent was 40,000 tons. For defensive purposes Japan has been forced since then to augment her navy until now she possesses a fleet of an aggregate tonnage of 269,000. This enormous expansion has taken place in less than six years and has received the approval of the Diet and the nation at large. The authorities do not appear to view with regret the fact that certain Powers in view of reinforcing their Far Eastern squadrons, and Japanese navy paper learns that it has been proposed in Japanese naval quarters to augment the navy to the extent of either 350,000 or 400,000 tons. The proposal is receiving the support of the leading Japanese naval authorities and of many influential persons outside naval circles, and it is generally believed that the scheme will be realised in the near future.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Kumagata Maru* (European Line) left Singapore for this port on the 15th inst., and is expected to arrive here on the 21st inst.

The Imperial German Mail steamer *Preussen*, carrying the German Mail, with dates from Berlin of the 26th inst., left Colombo on Saturday, the 16th inst., and may be expected here on the 19th inst. Tuesday, the 23rd inst.

The C. & O. steam *Bergens* will leave Moji on the 19th inst. for Hongkong, and is due here on the 24th inst.

The N. Y. K. steamer *Yokohama Maru* (Australia Line) left Manila for this port on the 16th inst., and is expected to arrive here on the 19th inst.

The O. & O. steamer *Coptic*, with mails, &c., which left here on the 17th Nov. for San Francisco via Shanghai, Nagasaki, Kobe, and Sasebo, will leave here on the 21st inst.

The N. G. L. steamer *Frederick*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 21st inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A. S. WATSON & CO. LIMITED.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th December.

SIR,—A. S. Watson & Co. was formed, on the 16th June, 1885, by a Deed of Settlement containing certain Regulations with power to alter all or any of them.

The Company was registered, under the Companies Ordinance 1865, with limited liability on the 19th January, 1886, and such registration deprived it of the power of altering some of the Regulations without the sanction of the Court. The Deed of Settlement is still subsisting with certain slight alterations, but it is now proposed to adopt new Regulations to the exclusion of all existing Regulations.

Two questions arise—one of form, the other of substance. The first is: Are the General Managers adopting the right course? The second is: Will the new Regulations be for the benefit of the Company?

As to the first question, I pointed out to the General Managers, before the meeting of the 4th instant, that the proper and safe course was to alter the form of the Company's constitution by substituting a memorandum and Articles of Association for the Deed of Settlement under the Companies (Memorandum of Association) Ordinance, 1890.

This was the course adopted by the Hongkong and Whampoa Dock Company last year under very eminent advice, and I have no doubt that it is the proper course to adopt in the present case.

There are many reasons why a Memorandum and Articles are more convenient than a Deed of Settlement.

As to the second question, I venture to think that the Chairman at the meeting of the 4th instant did not sufficiently explain the objects of the new Regulations and did not show that they were for the benefit of the Company.

The advertisement of the meeting did not afford any information in this respect and did not even state (as is usual in such cases) that a copy of the proposed new Regulations might be seen by shareholders at the Company's office. I do not suppose that one-tenth of the shareholders know what the new Regulations are.

I have, however, myself had an opportunity of perusing them, and so far as I remember, the chief provisions under the four heads mentioned by the Chairman at the meeting of the 4th instant are as follows:—

1.—The remuneration of the General Managers.—Under the present Regulations the General Managers are entitled to a salary of \$3,600 per annum. Under the new Regulations, they are to be entitled to a salary of \$7,200 per annum and a commission of 5 per cent. on the net profits in any year in which the net profit amount to 7 per cent. of the capital of the Company.

From the figures in the last Report it appears that if the General Managers had been paid for the year 1899 on the new instead of on the old basis they would have received under this head \$13,064 instead of \$3,600.

If Directors are paid a commission on profits it is usual to provide that their total remuneration in respect of any one year shall not exceed a certain amount without the sanction of a General Meeting, but there is no such provision in the new Regulations.

2.—The increase in the number of qualification shares necessary to be held by the General Managers.—The General Managers are to hold shares of the Company of the nominal value of \$10,000 at the least—instead of \$1,000.

3.—The change in the working of the London Agency.—John D. Humphreys & Son are to be the London agents, and they are to receive a commission of 2½ per cent. on all goods ordered by or for the Company from any person, firm or company carrying on business in Great Britain, the Continent of Europe, Canada, or the United States of America.

What will this commission probably amount to?

4.—The appointment of a consulting Committee.—There is to be a Consulting Committee of five members, including the Chairman, who is to be a member of the firm of John D. Humphreys & Son. The other four members are to be appointed by the General Managers, must hold 100 shares each, and are to be paid a remuneration of \$2,500 in any year in which the net profit amounts to 7 per cent. of the capital.

Why did not the Chairman give some information on the above-mentioned points at the recent meeting? It was scarcely a representative meeting. If one may judge from the names given in your report of it, there was scarcely an independent shareholder present; but, if the Chairman had gone a little into detail and explained why it was necessary or desirable to make the proposed alterations, the general body of shareholders might have known something about the matter.

When questions of remuneration are dealt with, I think that shareholders should have the fullest information, and it seems to me that in the present case the general body of shareholders have had practically no information whatever. I do not say that the proposed increase of remuneration should not be sanctioned, but I do say that it should not be sanctioned until the shareholders have had a fair opportunity of considering the matter, and especially of considering, with the facts and figures before them, whether the proposed alterations will on the whole be, as the Chairman said at the recent meeting, "more profitable to the Company's interests generally."

I should like to know, for instance, how the proposed alterations will probably affect future dividends. The Company used to pay a steady 14 per cent. It now pays 10 or 11 per cent. How much will it pay if the proposed new regulations are adopted?—I am, etc.,

J. P. REECE.

THE PRICE OF LIVING IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th December.

SIR,—On the evil that is daily increasing, consequent upon the high living now prevalent in Hongkong, it is hardly necessary to dilate. Few there are, I believe, who need to be told how pernicious are its effects. And the few who have complained of it, no less than labourers to remove it, have, it may safely be asserted, been at the best entirely unsuccessful; not that they were wrong in asserting its existence, for the truth of it is irrefragable, since it exists now while it did not a few years since; but that, having gone so far, it is a pity they have not gone one step farther, and, instead of raising a hue and cry, calmly put to themselves these questions—Is it the duty of the Government to father the cause of its people? If so, can the evil be all done away with? If not altogether, how far?

To the former of these questions the answer I give is, that the Government as such must do all that is within its province for their welfare; and this holds good in respect of its application to that of Hongkong. Of the latter and more complex question it does not present, at first sight, such an easy solution; nor can it become so with absolute certainty; nevertheless it is worth while arriving indefinitely near it.

Supposing it (the evil) cannot be completely removed, yet we can fairly expect its almost entire removal if such course as I shall presently lay down be not inconsistent, and can be carried through.

The first and foremost of the causes producing it, therefore, is the raising by leaps and bounds of house-rent. I know houses which, but a few years ago rented at \$40 a month, are now rented at \$110. The contrast, every one will admit, is anything but proportionate. And unfortunately the exorbitant rent cannot be reduced to what it was, as a great number of houses have changed hands, and a high price has been paid for them because of speculation running rife in them; but the obvious remedy is to fix a price on all houses according to their actual value, and a certain percentage, as the Government thinks fit, as rental income; and further, to stipulate that no house should henceforth be sold for more than its intrinsic value; otherwise, although restricted by the fixing of the rent, it will not prove very beneficial.

The other causes are very numerous. With respect, however, to those which have reference to articles of clothing, tinware, and the like, the Government can do nothing; because they are the outcome of exchange; but with those of the colony, such as meat and so on, the Government has concern, and to bring them under the Government ought, although detrimental to its coffers—which is nothing to compare to the welfare of its people—to raise all taxes that are being levied on butchers' stalls, &c.

If this be effected, then in the not far-off and more plant future we may look forward to a decided change for the better; but, if not, this evil that is telling so much on the not wealthy class of this community will bear hard with them, and unless its progressiveness be arrested, who can tell in what point it will culminate?—Yours, &c.,

J. M. XAVIER.

COUNT VON WALTERSEE AND THE CHINESE REPRESENTATIVES.

Der Ostasiatische Lloyd publishes the report of an interview between Count von Waltersee, Li Hung-chang, and Prince Ching, which took place on the 15th November. We quote the termination. Li Hung-chang has expressed the hope that the peace negotiations will soon begin.

W.—In a few days. Once begun, it will be well if they are finished rapidly. China must make sacrifices. It will be better for the country that the affair should not drag on.

L.—Communication with the Chinese troops is very difficult owing to the absence of telegraphs. (He asks for safe-conducts for his couriers to take the news which at present he cannot send out.)

W.—It is not necessary. Your news system is so good that it does not need to be any better. L.—I think, nevertheless, that it would be well to give passports.

W.—As soon as the Chinese troops have evacuated our sphere of occupation I will help your couriers to reach their destinations.

L.—Passports will be equally useful for all officials sent to take charge of their districts.

W.—This might be done, if I knew the contents of the messages.

C.—They certainly will contain no news of the war, only news of administrative affairs.

W.—Being of so harmless a character they might perfectly well be communicated to us before being sent.

L.—Imperial edicts may come from Court. Safe-conducts will be required for them.

W.—I will think it over. I hope to have the pleasure of seeing you now often.

C.—All letters are stopped now.

W.—I do not think so. This has not happened to us.

C.—Still, it is so. Communications have been interrupted.

W.—No one has kept back our letters.

L.—The couriers are in a state of terror.

W.—I can give you no pass. I will think the matter over.

C.—If despatches are examined, the bearers in all cases should have permission to pass. If they are examined, will this be done by the Field Marshal or by someone else?

W.—By myself. It is better so.

L.—What must I do if I wish to send a messenger?

W.—I must have time and an opportunity to think about it. I will let you know. There is still a large number of Chinese troops in our sphere of occupation; they must quit it. I can only allow here the administrative officials, who are of use to us.

L.—You will have no reason for friction with the administrative officials.

The interview then ended.

THE PHILIPPINE PROBLEM.

A new suggestion in regard to the Philippines is suggested by Mr. A. G. Robinson, a correspondent of the New York Evening Post, whose letters from the Philippines and later from Africa have attracted attention. He says:—

"During the few weeks which have followed my return to the United States, I have often been asked what was to be done with the Philippines except to whip them? The question is difficult to answer. Yet it is possible that some middle course might be adopted which would avoid both extremes of whipping the people and holding them down after the usual manner, and a complete and immediate abandonment of the islands to their own fate and future."

"When confronted with this second question, I have usually sought to evade it. My word is to repeat situations as I find them, not to supply the solution of them. When pressed for a reply, I have sought it along a middle course. It raises the question whether or not these people could not, in some way, be given the chance to try the experiment in which they profess their belief of success. It also involves what not a few might be disposed to regard as a confession of failure. I am not sure that the confession would be any more than the fact. Few will hold that we have thus far made success of our job. Still, I feel that if something of that sort be the right thing to do, the United States is just big enough and just strong enough to do it without paying much attention to what anybody might say about it."

"The Southern islands, Mindanao and the Solos, we must hold or turn over to some other Power. They cannot govern themselves, they cannot be governed by any Philippine authority that might be established. Let us assume that we have 60,000 troops in Luzon and the Visayas. I have as yet seen no suggestion, though I have once or twice given this as my answer to this question, that 55,000 (say) of these troops might be withdrawn into properly established camps on some of the thinly populated islands, such as Marinduque, Tablas, or Masbate. The other islands might then be turned over to the Filipinos, including the city of Manila, for their experiment in self-government. I am fully aware of all that this involves, of all its possible dangers. I fancy that I know most of the arguments that could be brought against it. There is, however, this: America has no business to govern them. That is imperialism, as I understand it. If they attempt self-government, and fail, neither they, nor the anti-imperialists, nor the world, can raise a single objection to that which would then be America's plain duty."

"I know the argument that they would kill and loot. I doubt the fact, but there would then be the United States army in the immediate vicinity, ready for and justified in the infliction of swift and condign punishment right and left. Some might be killed, here and there, but it is quite doubtful if 30,000 Filipinos and 50,000 Americans would be killed, within the next two years, as they have been in the last two, and it might be that such a number would not be killed in thirty times two years. A board should be appointed from the United States regular army, consisting of such generals as MacArthur, Bates, Kobbé, Bell, and one or two more, not to act as governors, but to stand as sentinels, ready to advise, instruct, and, when called upon, to punish. The plan is capable of much elaboration, and is also open to many objections. So is the plan of continuing to 'kill niggers,' spend millions, and lose perhaps more thousands of American lives in trying to govern a people who may be capable of quickly learning to govern themselves, and who seem in no way disposed to submit to American government."

BURMA FORESTS.

A Bill to consolidate and amend the forest laws of Burma is before the Burma Council. The Burma Forests Act was originally passed in 1881, and has not undergone, says the *Times* of India, any substantial amendment for the last ten years. Experience has taught the Burma Government that absolute uniformity in the forest administration of Upper and Lower Burma is undesirable. Local conditions in many instances render separate regulations necessary. It is contended, at the same time, that the differences are not important enough to preclude the application of general enactments for the whole province. Hence the new Bill, which prescribes one set of laws for the whole of Burma, has been introduced after careful consultation with the principal forest officers. Special conditions obtaining in particular localities will be met by framing local rules, and no very notable alteration in forest policy, and only one or two of its provisions need be mentioned. The chapter in the original Act which relates to village forests is now deleted. When it was first framed, experienced Burma officials deprecated the proposed creation of village forests in the province. The experiment was, however, tried in Thabotmy after the Act of 1881 was passed, and resulted in complete failure. Village communities with the management of grazing grounds, but the scheme was not successful, and is not likely to be repeated. An important new clause applies to the whole province a provision hitherto enacted only for Upper Burma, whereby, if permission to practice shifting cultivation is not exercised for a continuous period of five years, the Government can summarily extinguish the rights granted. Another reform is that whereas formerly no person could utilise forest produce save in accordance with rules, any person can do so in future save as prohibited by rules. This seemingly simple innovation is intended to prevent forest subordinates from demanding fees for minor forest produce "with some show of legal authority." The disputed question of the definition of "drift" timber is settled in the new Bill. The law has hitherto been that timber drift on the Salween and other main rivers should be deemed the property of Government unless any claimant proved his title thereto. All single logs floating down the Salween were considered to be technically "drift" timber, though Government never asserted its rights thereto. It is inevitable that the rafting during a great part of its course. The new Bill provides that the forest officers shall prescribe the certain points on the rivers as "rafting stations," where floating timber must be made up into rafts. Single logs afloat above these stations will no longer be legally "drift" timber, when passed into law, should help to simplify the labours of the Burma Forest Service. The members of that Service deserve the utmost credit for the tact and skill they have shown in gradually establishing forest laws among a people unable for a long time to realise that the prevention of wholesale deforestation was otherwise than despotic and superfluous.

INSURANCES.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1881.

CAPITAL, £240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. M. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [512]

"L'UNION"

FIRE INSURANCE COMPANY, Ltd.

(Established 1823).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 1st August, 1900. [794]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899 £14,409,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 2,751,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1900. [

NEW ADVERTISEMENTS

FRENCH AND SPANISH LESSONS.
MARIANO GARCIA AMOROS.
 CERTIFICATED Teacher of SPANISH and FRENCH.
 Terms on application.
 Hongkong, 18th December, 1900. [3191]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for dock and boilers.
 Call Flag W.
 J. W. KEW, Manager.
 Hongkong, 18th December, 1900. [3192]



GOVERNMENT NOTIFICATION.

THERE IS A VACANCY in the Sanitary Department for a **EUROPEAN THIRD CLASS INSPECTOR OF NUISANCES** on the establishment.
 The emoluments of the Office are—
 Salary \$720 to \$960 per annum,
 by \$48 yearly with exchange compensation.
 House Allowance \$360 per annum.
 Uniform.

Applications with copies only of testimonials to be sent to the Colonial Secretary not later than **MONDAY, the 24th day of December, 1900.**
 By Command,
J. H. STEWART LOCKHART,
 Colonial Secretary.

Colonial Secretary's Office,
 Hongkong, 12th December, 1900. [3193]

IN THE MATTER OF ORDINANCE

No. 2 of 1892,
 and

In the Matter of the Petition of Sir **JAMES FORBESQUE FLANNERY**, of 9, Fenchurch Street, in the City of London, England, Naval Architect and Marine Engineer, and **WILLIAM BOYD**, of North House, Longbenton, in the County of Northumberland, England, Engineer, for **LETTERS PATENT** for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in and pertaining to Liquid Fuel-supplying Arrangements for Marine Steam-boilers," for which Her Majesty's Letters Patent were, on the 4th day of December, 1899, granted to the said Sir JAMES FORBESQUE FLANNERY and WILLIAM BOYD.

NOTICE is hereby given that the Petition, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said Sir JAMES FORBESQUE FLANNERY and WILLIAM BOYD by MATTHEW JOHN DENMAN STEPHENS, their duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned for **LETTERS PATENT** for the exclusive use within the said Colony of Hongkong of the above named Invention.

And Notice is hereby also given that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on Friday, the 28th day of December, 1900, at 11 A.M.

Dated the 15th day of December, 1900.
MATTHEW J. D. STEPHENS,
 18, Bank Buildings, Hongkong,
 the Agent and Solicitor for the said Sir JAMES FORBESQUE FLANNERY and WILLIAM BOYD.

3197]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "KWEILIN,"
 Captain Mackenzie, will be despatched as above TO-MORROW, the 19th inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th December, 1900. [3194]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
 THE Company's Steamship
 "KIUKIANG,"
 Captain Hopkins, will be despatched as above TO-MORROW, the 19th inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th December, 1900. [3195]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
 THE Company's Steamship
 "CHINKIANG,"
 Captain Vaughan, will be despatched as above on THURSDAY, the 20th inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th December, 1900. [3196]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
 "ARRATOON APCAR,"
 having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.
 Cargo remaining on board after 2 P.M. of the 19th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
 Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 18th December, 1900. [3198]

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "ARRATOON APCAR,"
 Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 22nd inst. at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 17th December, 1900. [3188]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "AUSTRALIAN,"
 Captain Helms, will be despatched for the above ports on THURSDAY, the 3rd January, at 4 P.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 17th December, 1900. [3189]

BONZOLINE BILLIARD BALLS.

THE MOST PERFECT
 and
 ONLY RELIABLE SUBSTITUTE
 FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2 1/2."

PRICE Rs. 36 per set.

C. LAZARUS & CO.,
 BILLIARD TABLE MANUFACTURERS,
 60 & 61, Bantineck Street,
 CALCUTTA.

AUCTIONS
 PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
 FOR ACCOUNT OF THE CONCERNED,
 TO-DAY (TUESDAY),
 the 18th December, at 2.30 P.M., at their Sales Rooms, Ice House Street,
SUNDRY HOUSEHOLD FURNITURE,
 Comprising—
 TAPESTRY COVERED DRAWING ROOM SUITE, DOUBLE BRASS BEDSTEAD, TEAKWOOD WARDROBES, BEVELLED GLASS, TEAKWOOD OVERMANTEL with BEVELLED GLASS, WHATNOTS, SIDEBOARDS, PICTURES, WALL PLATES, TIENTSIN CARPETS, COOKING STOVES, CROCKERY, GLASS and SILVER PLATED WARE, &c. &c.

Also
 A FULL RIGGED MODEL of Sailing Ship.
 Terms—As Usual.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 15th December, 1900. [3165]

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES,
 situated in Ship Street,
 in Six Lots,
 on
 SATURDAY,
 the 22nd December, 1900, at 3 o'clock in the afternoon, at his Auction Rooms, Duddell Street, by Mr. GEO. F. LAMBERT, Auctioneer.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 602, containing an Area of 933 square feet with the Buildings thereon No. 42, Ship Street. Proportion of Annual Crown Rent \$10.02.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 602. Area of 932 square feet. Buildings No. 44, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 602. Area of 932 square feet. Buildings No. 46, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 602. Area of 932 square feet. Buildings No. 48, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 602. Area of 932 square feet. Buildings No. 50, Ship Street. Proportion of Annual Crown Rent \$9.47.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as the Remaining Portion of Inland Lot No. 602. Area of 934 square feet. Buildings No. 52, Ship Street. Proportion of Annual Crown Rent \$10.02.

All the above premises forming the whole of Inland Lot No. 602 are held from the Crown for the residue of a term of 999 years. The monthly rent for each House is \$70 inclusive of taxes.

For Further Particulars, apply to—
C. EVANS,
 Vendor's Solicitor,
 or to
MR. GEO. F. LAMBERT,
 Auctioneer.
 Hongkong, 15th December, 1900. [3166]

AUCTION

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of this On Tai Marine Insurance Company, Limited, to offer for Sale by PUBLIC AUCTION,
 on
 THURSDAY,
 the 20th December, 1900, at 3 o'clock P.M., on the Premises,
 All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under—

Lot No. 1.—All that very Valuable Corner Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 6, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,520 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine, Lot No. 225 are held for the unexpired residue of the term of 999 years from the 26th December, 1871 at the appraised Annual Crown Rent of \$69.00, and as to the premises situated in the Land Office as Sub-section No. 2 of Section D of Marine, Lot No. 225 are held for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine, Lot No. 225 are held for the unexpired residue of the said term of 999 years at the appraised yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 127 feet 3 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Brown. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised yearly Crown Rent of \$40.00.

Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 122 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an area of 1,966 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over this portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 133 feet or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

Lot No. 7.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 133 feet or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

Lot No. 8.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 133 feet or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

Lot No. 9.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 133 feet or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said sale plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40.00.

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Proprietors.
Hongkong, 16th August, 1900. [2321]

THE BEFORM OF THE ARMY.

THE BEFORM OF THE ARMY.

Mr. Hales, the Australian war correspondent
of the *Daily News*, has been saying some strong
things about the British army officers. The
remarks were made in the course of an inter-
view appearing in the *Daily News*.

Speaking as an Australian, Mr. Hales declares
bluntly that Australian "belief in the British
Army is shattered." "I don't suppose," he
added, "they'll ever ask another Englishman to
train their Volunteers."

"That's disillusioning us, isn't it? We
planned ourselves that the war was going to
weld us closer than ever."

"If you want to know the blunt truth, I'll
tell you my opinion. The Britisher told the
Australian that he could play cricket very well
—for a Colonial. And he could send very well
—for an Australian. When the war broke out
they thought they would like to show the Brit-
tisher that they could fight very well—for Aus-
tralians. I think they showed that they could.
Elh?"

"So, in spite of all the tall talk, you think it
was more in the spirit of emulation and the love
of a row, and the desire to be in it, rather than
love of the Old Country, that gave us the
splendid Australian arm?"

"Well—well—let's say it's a mixture of
motives—we are all mixtures. But if there
was one British institution your Colonial believ-
ed in more than another it was the British
Army. The idol is broken."

The *Daily News* summarises its new repre-
sentative's career thus: "He ran away to sea
when he was a boy, and since he was fifteen has
turned his hands to most things: he has gone
shearing on sheep stations; he has been a
bullock-puncher; he has fallen, split, and fenc-
ed; he has gone exploring from South Australia
to the Carpentaria—overhanging, as they call
it; he has been horse-breaker, gold-miner,
silver-miner, tin-miner, opal-hunter, pearler,
and from his teens a journalist."

The interviewer acknowledged that "after a
couple of hours with him I should never be as-
tonished to find him in the blood-red jersey of
the Salvation Army," and he further observed
that when such a man—"a simple child of
nature at bottom, with a warm heart and a hot
temper"—"a type of the true Colonial"—
"comes for the first time in the course of his
hazardous life into contact with British official-
dom—well—to mince words—he doesn't like
it."

Proceeding to comment on the officers, Mr.
Hales says:—

"Instead of glory when they come home,
glory and goading, some of them should get
three years"—you know where.

Then he poured out diatribes and scorn on
the young gentlemen with their eye-glasses,
their lips, their heel-haw manners, their ci-
garettes, their drawing speech, their offensive
arrogance, their astonishing ignorance, their
supercilious condescensions, their worship of
dress, their love of luxury, their appalling in-
competence.

"Many a one I've asked why he scuttled.
'Tommy, lad, why did you run, or why did you
throw up your hands?' I'd say."

"What's the good of being killed?" he'd an-
swer. "I don't know where 'e are, meaning
his officer. 'I'd go anywhere if I'd a man to
show me the way.' I believe if Kitchener had
been chief in command he'd have shot some of
those officers who surrendered."

"I suppose those offensive young men were a
bit frightened of Kitchener, eh, though he
wasn't supreme?"

"My God!"—let one of Mr. Hales's emo-
tional expletives go for once. "I've seen men
go into Kitchener's quarters swaggering and
laughing, and come out looking like plucked
birds."

"All the fine feathers gone?"

"My word I've asked more than once what
happened. 'Well, come the answer, 'one look
is enough for me. It makes your blood run
cold.'"

"And do you think that such a man is likely
to inspire confidence? Lord Roberts is loved
by his army."

"A man might disobey Lord Roberts, but
Kitchener?"

"Well, did Kitchener come into touch with
these men?"

"Yes! and when he did their jaws fell, I can
promise you. Why, he told some of them one
day he wondered they didn't bring ladies
maids to curl their hair for them. He went
down to Capetown and found dozens of them
having a good time in a swell hotel there, full
of rank and fashion. 'Well, gentlemen, what
are you doing here?'—On leave, my lord, and
this is the—haw—only good hotel in Africa—
haw—haw—"

Mr. Hales screwed an
imaginary glass in his eye, toyed with his
mustache, and haw-hawed again and again,
roaring with laughter at the picture of the
poor British officers, thousands of miles from
the front, trembling before their master. "On
leave—eh?" "Yes, my lord. There's nothing
—haw—haw—doing just now." "Oh, well,
gentlemen, you'll either take the next train
back to the front—there's one in two hours,
I believe—or—the next boat to England. Which

you like best?" Mr. Hales chuckled again, and
then he thundered, "Those men thought they'd
come out to a picnic—haw—haw. And it's just
that type of man you hear talk about wiping
out the damned German, or the damned Dutch-
man—haw—haw—"

"Do they talk like that?"

"Haw—haw—wait till they're back, and lis-
ten. Yes, if your Army's to be reformed, it
is this class of nice young man you'll have
to start with. Let him understand that soldier-
ing is hard, stern business, and not play. Does
a lawyer or a doctor finish his work when he's
passed his examinations? Why, your average
officer hasn't a mind above golf or cricket. He
knows nothing of drill. He can't ride. Your
mounted infantry is a farce. Why, a Boer's
horse is part of him. If there's a body of them,
and you watch them through a glass, each man
is off, taken cover, and their horses are led
away before you can say knife. But watch
a body of British. They have to wait for
orders before they dismount; cover has to be
pointed out to them; they've no initiative."

"Then where are you to get your officers?"

"What did Napoleon do, and I suppose he
was the greatest soldier that ever lived? Got
them from the ranks. Who'd make such a
good officer as a sergeant-major?"

"But would the men be likely to respect a
ranker as much as what we call a gentleman?"

"Mr. Hales exploded.

"Why, look at Hector Macdonald. 'Bog
pardon, sir, but is the good news true?' 'What's
that, my lad?' 'Is Hector comin'?' 'Yes,
my lad.' 'Oh! thanks be to Almighty God for
all his mercies.' That's the way they talked.
Always Hector, mind you. They'd follow him
anywhere—he's one of Kitchener's men—a sol-
dier. He never plays to the gallery. Rundle's
another—hates the gallery. You can always
spot one of Kitchener's men. They mind their
business, and don't care for anything else.
They are soldiers, and their duty is to fight, and
to win. If not, to die. I believe that this war
would have been over months since if Kitchener
had been in command."

"Good heavens! surely Lord Roberts has
done splendidly."

"A magnificent soldier, but I think Kitch-
ener would have done the work quicker."

"How's that?"

"Those brilliant flanking movements are
slow. Kitchener believes in frontal attacks."

"But what slaughter!"

"Well, there wouldn't have been thousands
of deaths from enteric, anyway." This is Mr.
Hales's view. The war, in his opinion, teaches
this lesson.

"And Lord Kitchener?"

"I think he is another Wellington. Terrible
—a man without bowels—without a friend—
hated by many—feared by all—but a man who
will put things through—a man who believes
that it is a soldier's work to fight and win—or
die. Now the sight of our transports crawling,
humbling along used to make my blood boil.
Kitchener would have cut the baggage down by
a half. Half of the wagons were laden with
officers' luxuries—Tommy never got any. He
did cut them down when he had the chance.
Mind, these are no hasty conclusions. I was
there for nine months, and I didn't go about
with my eyes shut. He's a fine judge of men,
too. Do you think he'd let his officers go loading
about cities and towns? No fear. Whether a
man was a boiled earl, whether he was cook's
son, duke's son, or son of a millionaire, the bar-
ricks would have to be good enough for him;
baracks, and drill, and drudgery."

"But come; your Australian, does he like
sharp discipline—the rule of a Kitchener mar-
shal? I understand that he was a go-as-you-
please, rough-and-ready soldier?"

"If he believes in his leader he'll do what
Tommy will for 'Old Hector'—follow him to
kingdom come. But let one of those 'officers'
—you know the sort I mean—put the curb on
him—well—I don't know that he will. But
come—I'll give you a case. I came over with
the West Australian contingent. They were
wild boys, devils to ride, and didn't care a dash
for anything so long as they had some fun. A
young English officer—Moore by name—was
out there training a battery. He was given the
command. He had no experience of such a
mob, and some people shook their heads, and
said he would never keep them in hand. I
went with them. By Jove, he did. 'Give a
hit and take a hit,' said I, when he was talking
to me about them. I watched him closely. He
was splendid. They worshipped him. They'd
do anything for him."

PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

THE undersigned beg to Announce that
they have established a PHOTOGRAPHER
AND PORTRAIT STUDIO at No. 39A,
Queen's Road Central, 2nd Floor.

The greatest care and neatness in their work is
their constant aim, and all orders will be promptly
executed at moderate prices.

In order to bring those facts home to the
public, a discount of 50 per cent. will be allowed
on all Photographic Orders for a month from
date.

A ON & CO.
(Opp. to CHAS. J. GAUFF & Co.,
Chronometer and Watch
Makers.)
Hongkong, 15th December, 1900. [3167]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHE, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong 3rd December, 1900. [3042]

INTIMATIONS

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [3126]

NOTICE.

MR. SCHARRE, JEWELLER, of
17, Queen's Road, begs to notify his
patrons that owing to sudden sickness he will
be unable to attend to business for the next
few days.
Hongkong, 12th December, 1900. [3128]

SPECIAL ANNOUNCEMENT!

FIFTY-TWO
SHORT
COMPLETE
STORIES
FOR 1901.

THERE will be published weekly during
1901 in the HONGKONG DAILY PRESS
a Series of SHORT STORIES written by
the leading Novelists.

Each story is copyrighted and will be com-
pleted in two bi-weekly instalments. The
following is the list of the Story Writers:—

R. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS K. HOEKING.
HELEN MATHERS.
REV. S. BARKING-GOULD.
ANABELLA KENNEL.
GUY BOOTHBY.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROUMANIA.
ALGERNON GISSING.
KATHARINE S. MACQUOID.
FREGUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL STURGELEY.
"RITA."
J. MARSHALL MATHER.
KATHARINE TYMAN.
A. ST. JOHN ADCOCK.
MARY LOVETT CAMERON.
WILLIAM WESTALL.
ADELINE SEEBERT.
FRED WISHAW.
JANE BARLOW.
TOM GALLON.
MAY CROMMELIN.
JAMES BAKER.
MARCEL QUILLER-BOUCH.
A. J. DAWSON.
THE LADY MIDDLETON.

From JANUARY to MARCH, 1901,
the following will appear:—
MORLEY ROBERTS, "The Peace of Ephraim."
CHRISTABEL COLERIDGE, "The Lady Dress-
maker."
R. W. CHAMBERS, "The Market Hunter."
HELEN MATHERS, "At the Sign of the One-
Pound Note."
HOWARD FRASE, "A Cargo of Tulips."
E. EVERETT-GREEN, "Sir Oliver's Hobby."
REV. S. BARKING-GOULD, "A Dartmoor Idyll."
LUCY HARRY, "Supposed to have Foundered
at Sea."
JOHN FOSTER FRASER, "The Transformation
of Theresa."
THE QUEEN OF ROUMANIA, "Descebal's
Daughter."
H. J. ASHCROFT, "My Sailor Boy."
FRED WISHAW, "The Tontine of the Loyal
Uphires."
BLANCHE WILLS CHANDLER, "A Personal
Introduction."

R. W. CHAMBERS is the powerful novelist
whose "The Red Republic" created much
interest; HELEN MATHERS is a most brilliant
lady story writer; MORLEY ROBERTS possesses
an enthusiastic constituency; THE QUEEN OF
ROUMANIA is represented by a most pleasing
story; FRED WISHAW's clever novels have
been prescribed by the Russian Gov-
ernment; the REV. S. BARKING-GOULD is an ever
welcome old favourite; HOWARD FRASE is
known as "The Northern Kipling." H. J.
ASHCROFT is a new novelist of exceptional
promise; and JOHN FOSTER FRASER con-
tributes one of his strong stories. [3156]

TO LET.

BISNEE VILLA, POKFULUM ROAD

Apply to—
LINSTEAD & DAVIS.
Hongkong, 1st December, 1900. [3023]

TO LET.

NO. 1, MORRISON HILL (FURNISHED)
for One Year, or longer if required.
For particulars apply to the undersigned at
the Hongkong Club.

C. H. GRACE.
Hongkong, 17th December, 1900. [3179]

TO LET.

NO. 5, CHANCERY LANE. A SIX-
ROOMED HOUSE.

Apply to—
No. 11, CAINE ROAD.
Hongkong, 6th December, 1900. [3076]

GODOWNS TO LET.

A T WANCHAI and WEST POINT.

Apply to—
EDWARD OSBORNE,
Secretary,
Hongkong & Kowloon
Wharf & Godown Co., Ltd.
Hongkong, 6th December, 1900. [3080]

TO LET.

ONE LARGE ROOM, THIRD FLOOR,
QUEEN'S BUILDINGS.
A HOUSE IN RIVON TERRACE.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPERESS OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec. 1900.
"EMPERESS OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 19th Jan. 1901.
"EMPERESS OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Feb. 1901.THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection
is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,
which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 5, 9, and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply toD. E. BROWN, General Agent,
Pender's Street.

Hongkong, 22nd November, 1900.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	FRIDAY, 21st Dec., at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 21st Dec., at NOON.
KINSHU MARU	SHANGHAI, KOBE and YOKO- HAMA (Taking Cargo and Passen- gers for CANADA and UNITED STATES, transshipping at KOBE per s.s. <i>Tosa Maru</i> , sailing thence 4th January)	SATURDAY, 22nd Dec., at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, First Floor, Chater Road.A. S. MIHARA,
Manager.

Hongkong, 14th December, 1900.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	CALCHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.
LONDON	RHIPPUS	Day	22nd January, 1901.
LIVERPOOL	DAEDANUS	Steeves	12th January, 1901.

For Freight, apply to

BUTTERFIELD & SWIRE.

Agents O. S. S. Co.

Hongkong, 17th December, 1900.

IMPERIAL GERMAN MAIL
LINE.NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA, ANTWERP,
BREMERHAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY	28th December.
PRINZESS IRENE	WEDNESDAY	8th January, 1901.
PRINZESS ALICE	WEDNESDAY	22nd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KLAUSSTICHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.
BAYERN	WEDNESDAY	20th March, 1901.
STUTTGART	WEDNESDAY	3rd April, 1901.
KONIG ALBERT	WEDNESDAY	17th April, 1901.
PRINZ HEINRICH	WEDNESDAY	1st May, 1901.
PRINZESS IRENE	WEDNESDAY	15th May, 1901.

ON WEDNESDAY, the 28th day of December, 1900, at Noon, the Steamship "PRINZ
HEINRICH" of the NORDDEUTSCHER LLOYD, with MAILED PASSENGERS SPECIE,
and CARGO will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 24th December, and Specie
will be received on Board until 5 P.M. on TUESDAY, the 25th December, and Parcels will be
received at the Agency's Office until Noon on TUESDAY, the 25th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewards.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 13th December, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	RHIPPUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
BRISBEN, VIA PORTS OF CALL	DAEDANUS	Ger. str.	—	Steeves	MELCHERS & CO.	On 12th Jan.
MARSEILLES, &c., VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	Schmitt	MESSAGERIES MARITIMES	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. STORE, &c.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE & HAMBURG VIA COLOMBO	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On 24th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 22nd Jan.
NEW YORK VIA PORT AND SUEZ CANAL	HUDSON	Ger. str.	—	Bryan	CARLOWITZ & CO.	On or about 5th Feb.
NEW YORK VIA SUEZ CANAL	VERONA	Brit. str.	—	Hansen	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK	DEVONSHIRE	Brit. ship	—	Douglas	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	SHAW, TOMES & CO.	On or about 30th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	ADARAS	Brit. str.	—	J. S. Cox	ARNDT, KARBURG & CO.	Quick despatch.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	HONGKONG MARU	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 21st inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	CHINA	Amr. str.	—	J. McIntyre	DODWELL & CO., LIMITED	On or about 31st inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Brit. str.	—	Nelson	CANADIAN PACIFIC R. CO.	On or about 30th inst.
SAN FRANCISCO VIA AMOY, &c.	CARLEISLE CITY	Brit. str.	—	Holmes	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c.	ROSETTA MARU	Jap. str.	—	Anderson	PACIFIC MAIL S. S. CO.	On 27th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	TAIYUAN	Jap. str.	—	McKenzie	O. & O. S. S. CO.	On 5th Jan., at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS	TAIYUAN	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	McKenzie	GIBB, LIVINGSTON & CO.	On 3rd Jan., at 4 P.M.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	McKenzie	SANDER, WILHELM & CO.	To-morrow.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	CHARLES ROGEE	Jap. str.	—	McKenzie	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
VLADIVOSTOK	LYEEMOON	Brit. str.	—	McKenzie	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	KWELIN	Brit. str.	—	McKenzie	SEAWAN, TOMES & CO.	On 20th inst., at 4 P.M.
SHANGHAI	CHUNKING	Brit. str.	—	McKenzie	EAST ASIATIC TRADING CO.	To-day, at 4 P.M.
SHANGHAI	KINSHU MARU	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	CHUSAN	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	JAVA	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	On 20th inst.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	On or about 22nd inst.
SWATOW, AMOY & TAMSUI	TAIYUAN	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	On or about 29th inst.
SWATOW, AMOY & TAIWANSFOO	ANPING MARU	Jap. str.	—	McKenzie	BUTTERFIELD & SWIRE	To-morrow.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AMOI & MANILA	SUNGKIANG	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
MANILA	PERLA	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	On 22nd inst., at 3 P.M.
MANILA	TAIYUAN	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	McKenzie	BUTTERFIELD & SWIRE	

SHIPPING.

ARRIVALS.
Dec. 17, H.M.S. TERRIBLE, 1st Class Cruiser,
14,500, Scott, C.B., Yokohama 10th Dec.
Dec. 17, TANSANG, British str., 877, W. Kent,
Shanghai and Swatow 12th Dec.
General—JARDINE, MATHESON & CO.
Dec. 17, RHIPPUS, Dutch str., 2,256, C. Day,
Singapore 5th Dec., General—BUTTER-
FIELD & SWIRE.
Dec. 17, HANON, French str., 749, Pannier,
Haiphong 14th Dec. and Hoihow 16th.
General—A. B. MARTY.
Dec. 17, TAIWAN, British str., 1,244, Harder,
Canton 17th Dec., General—BUTTERFIELD
AND SWIRE.CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
17th DECEMBER.
Taiwan, British str., for Swatow.
China, German str., for Saigon.
Cheung H. Kien, British str., for Amoy.
P. C. U. Kien, German str., for Bangkok.
Haitan, British str., for Haiphong.
Choyang, British str., for Swatow.DEPARTURES.
Dec. 15, B. F. PACKARD, Amr. bark, for N. York.
Dec. 16, Kewa, British transport, for Bombay.
Dec. 16, Isis, British cruiser, for Swatow.
Dec. 17, Promy, British g.-lt., for Singapore.
Dec. 17, ALGERINE, British g.-lt., for Singapore.
Dec. 17, UNDAUNTED, British cr., for Practice.
Dec. 17, ANTERA, British cruiser, for Practice.
Dec. 17, ERNEST SIMONS, Fr. str., for Europe.
Dec. 17, PRUDENTIA, British trsp., for S'pore.
Dec. 17, HAICHING, British str., for Haiphong.
Dec. 17, CHOYANG, British str., for Swatow.
Dec. 17, LOONGMOON, German str., for Canton.VESSELS IN DOCK.
ABERDEEN DOCK.—Tartar, Olavo, H.M.S.
Offer, Empress of Japan, H.M.S. Sandpiper,
H.M.S. Endymion.
COSMOPOLITAN DOCK.—Argyll.NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
STATE OF MAINE, American ship. Colcord—
Standard Oil Co.VESSELS ON THE BERTH
FOR SHANGHAI.THE Steamship
"LYEEMOON."
Captain Heuermann, will be despatched for the
above port TO-DAY, the 18th inst., at 4 P.M.,
instead of as previously notified.
The Steamer has superior accommodation
for First and Second Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO.,
Agents.
Hongkong, 17th December, 1900. [3108]FOR MANILA.
THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.THE Company's Steamship
"PERLA."
Captain R. W. Almond, will be despatched as
above TO-DAY, the 18th inst., at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th December, 1900. [3143]FOR AMOY AND MANILA.
THE Company's Steamship"SUNGKIANG."
Captain Moore, will be despatched as above
TO-DAY, the 18th inst.
The attention of Passengers is directed to
the excellent accommodation offered by this
twin screw Steamer.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th December, 1900. [3115]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAITAN."
Captain Bouch, will be despatched for the
above ports TO-MORROW, the 19th inst.,
at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAURENCE & CO.,
General Managers.
Hongkong, 15th December, 1900. [3158]CHINA NAVIGATION COMPANY,
LIMITED.FOR CEBU AND ILOILO.
THE Company's Steamship"KAIFONG."
Captain Ponnemather, will be despatched as
above TO-MORROW, the 19th inst., at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
twin-screw Steamer.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th December, 1900. [3114]THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOY.THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the
above ports TO-MORROW, the 19th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 6th December, 1900. [2524]CHINA NAVIGATION COMPANY,
LIMITED.FOR YOKOHAMA AND KOBE.
THE Company's Steamship"TSINAN."
Captain Anderson, will be despatched as above
TO-MORROW, the 19th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th December, 1900. [3044]CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "CARLEISLE CITY" } On 19th, Dec.,
3,002 Tons. }
S.S. "BERGENHUS" } On 25th Dec.THE Steamship "CARLEISLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOJI, KOBE,
YOKOHAMA and HONOLULU, on WED-
NESDAY, the 19th December.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Vouchers, to accompany Cargo de-
stined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th December, 1900. [3115]FOR AMOY AND MANILA.
THE Company's Steamship"SUNGKIANG."
Captain Moore, will be despatched as above
TO-DAY, the 18th inst.
The attention of Passengers is directed to
the excellent accommodation offered by this
twin screw Steamer.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th December, 1900. [3115]PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CLYDE	{ Noon, 22nd Dec. }	See Special Advertisement.
SHANGHAI	CHUSAN	{ About 22nd Dec. }	Freight or Passage.
SHANGHAI AND JA- PAN	JAVA	{ About 29th Dec. }	Freight or Passage.

PASSENGER SEASON, 1901.
s.s. PLASSY ... 7,240 tons ... March 30th } MARSEILLES AND LONDON DIRECT
s.s. SOBRON ... 7,382 tons ... April 27th } Without Transshipment.For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent

Hongkong, 14th December, 1900.

NORTHERN PACIFIC
STEAMSHIP CO.PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	December 21
VICTORIA	3,502	J. Panton	December 28
QUEEN ADELAIDE	2,832	F. McNair	January 4

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and STEWARDNESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, £48.The Railroad travelling is second to none on the American Continent; two trans-continental
trains daily from Tokyo; Dining Car is attached to trans-continental trains day and night;
TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUN-
TAINS. The Yellowstone National Park route.HONGKONG TO VICTORIA AND TACOMA, £25.
The best route to the Klondyke Gold Fields. Frequent Sailings from VICTORIA
and TACOMA to DYRA and St. MICHAEL.Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 14th December, 1900.

HAMBURG-AMERIKA LINIE
(FREIGHT SERVICE).Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA
and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAYRE AND HAMBURG VIA COLOMBO (London with transshipment in Hamburg)	Noon, 24th } Freight. December }
WITTENBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 30th } Freight. December }
SAMBIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 12th } Freight. Jan. 1901 }
SIBIRIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 22nd } Freight and Jan. 1901 } Passage.
SIBIRIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 5th } Freight and Feb. 1901 } Passage.

These steamers have superior accommodation for passengers and carry a doctor and a
stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
Agents.HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 17th December, 1900. [13]

VESSELS ON THE BERTH
TOYO KISEN KAISHA.TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Dec. 19, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.

The Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU TO-MORROW, the 19th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 26th November, 1900. [15]

FOR WLADIWOSTOCK.

THE Belgian Steamship

"CHARLES ROGIER," Captain Herfuth, will be despatched for the above port on THURSDAY, the 20th inst., at 4 p.m.

For Freight or Passage, apply to STEINSEN & CO., Hongkong, 15th December. [3176]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG" Captain Quayle, will be despatched as above on FRIDAY, the 21st inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 18th December, 1900. [3116]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA," Captain Hansen, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 8th December, 1900. [3098]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA,

ITALY, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE," Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable articles for France, and Tea for London (under arrangements) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 10th December, 1900. [17]

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAIJI MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 17th December, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIE VALERIE," will leave for the above places on MONDAY, the 24th inst., at 4 p.m.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents. Hongkong, 17th December, 1900. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 12th December, 1900. [1493]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on MONDAY, the 31st inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th December, 1900. [3183]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY

AND MELBOURNE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on MONDAY, the 31st inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th December, 1900. [3184]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at Noon.

Corric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

Gambac (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 5th January, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th December, 1900. [14]

VESSELS ON THE BERTH
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, 1900, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 5th December, 1900. [13]

SHEWAN TOMES & CO.'S NEW YORK

LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 8th December, 1900. [2858]

OREGON AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION

COMPANY.

PROPOSED SAILING FROM

HONGKONG TO PORTLAND (OR.)

AND SAN FRANCISCO

VIA INLAND SEA OF JAPAN, KOBE

AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,

THE UNITED STATES, AND

CANADA.

THE Steamship

"ADATO," 2,145, Captain J. McIntyre, will be despatched for or about 30th Dec., for PORTLAND (OR.) via MOJI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBERG & CO., Agents. Hongkong, 24th November, 1900. [2966]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with the

CHINA, SIBIRIA, NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CANTON, every fortnight.

For Freight and further particulars,

apply to DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
FOR NEW YORK.

THE 3.3 L. II British Bark

"E. MORROW,"

Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO., Hongkong, 12th December, 1900. [2883]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 31st December, 1900, at 1 p.m., the Company's Steamship "OCEANIC," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Croix*, which vessel takes on the Passengers and Mails, leaving that port on the 12th January, 1901, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 18th December, 1900. [2]

CANADIAN PACIFIC RAILWAY

COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA,

JAPAN AND EUROPE VIA CANADA

AND THE UNITED STATES.

THE Company's Steamship

"TARTAR," Captain G. D. Bowles, R.N., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA AND VANCOUVER B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong. Hongkong, 10th December, 1900. [3108]

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON" will be despatched for the above port about the end of December, and will be followed by the Steamship "POLAR ST. JERNEN" about the middle of January, 1901.

For Freight, apply to DODWELL & CO., LD., Agents. Hongkong, 3rd December, 1900. [3045]

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA AND

KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent. on the value of their goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 11th December, 1900. [10]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHIPUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 27th inst.

BUTTERFIELD & SWIRE, Agents. Hongkong, 15th December, 1900. [3028]

HONGKONG

STEAMERS.

Alashi Maru, Jap. str., 974, Suzuki, Dec. 18, 1900, at Noon.

B. M. Kaisha, Amoro, German str., 771, Ulderup, Nov. 18, 1900, at Noon.

Jebson & Co, Ampero, British str., 1,156, Barlow, Dec. 9, 1900, at Noon.

Arratoon Apar, Brit. str., 2,878, Fey, Dec. 15, 1900, at Noon.

D. Sassen, Sons & Co, Belgica, American str., 490, Vilasos, Dec. 5, 1900, at Noon.

Holiday, Wise & Co, Carlisle City, British str., 1,894, Paterson, Dec. 12, 1900, at Noon.

Chas. Rogers, Belgica str., 1,205, Herfurts, Dec. 6, 1900, at Noon.

D. Sassen & Co, Limited, C. H. Kian, British str., 956, Pantney, Dec. 16, 1900, at Noon.

China, German steamer, 1,113, V

POST OFFICE NOTICES.

The China, with the American Mail of the 20th ult., left Yokohama on Wednesday, the 12th inst. at daylight, and may be expected here on or about Thursday, the 20th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Hainan	Haitan	Tuesday, 18th, 11.00 A.M.
Shanghai	Anping	Tuesday, 18th, 2.00 P.M.
Amoy and Manila	Lycemoo	Tuesday, 18th, 3.00 P.M.
Manila	Sungliang	Tuesday, 18th, 3.00 P.M.
Swatow, Amoy and Foochow	Perla	Tuesday, 18th, 4.00 P.M.
Singapore, Samang and Sourabaya	Haitan	Tuesday, 18th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and VANCOUVER, B.C.	Fuwan	Wednesday, 19th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Empress of Japan	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Chefoo	Takung	Wednesday, 19th, 2.30 P.M.
Cebu and Iloilo	Kaifung	Wednesday, 19th, 3.00 P.M.
Yokohama and Kobe	Tsinan	Wednesday, 19th, 3.00 P.M.
Kobe, Yokohama, San Diego and San Francisco	Carlisle City	Wednesday, 19th, 3.00 P.M.
Vladivostok	Charles Roger	Thursday, 20th, 3.00 P.M.
Samang and Sourabaya	Shantung	Friday, 21st, 3.00 P.M.
Singapore, Samang and Sourabaya	Kutsang	Saturday, 22nd, 10.00 A.M.
EUROPE, &c., India via Tuticorin		Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Singapore, Penang and Calcutta	Clyde	Letters, 10.50 A.M. (Registration, with late fee of 10 cents, up to 10.50 A.M.)
Manila, Thursday Island, Cocktown, Townsville, Brisbane, Sydney and Melbourne	Arratoon Appear	Letters, 11.00 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.)
	Taiyuan	Saturday, 22nd, 2.00 P.M.
		Monday, 31st, 3.00 P.M.

TO-DAY.

Sale. Furniture, Sales Rooms, Messrs. Hughes and Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

MONDAY, 17th December.

ON LONDON.—		
Telegraphic Transfer	2 1/4	
Bank Bills, on demand	2 1/4	
Bank Bills, at 30 days sight	2 1/4	
Bank Bills, at 4 months sight	2 1/4	
Credits, at 4 months sight	2 1/4	
Documentary Bills, 4 months sight	2 1/4	
ON PARIS.—		
Bank Bills, on demand	2.63	
Credits, at 4 months sight	2.69	
ON GERMANY.—		
On demand	2.14	
ON NEW YORK.—		
Bank Bills, on demand	50 1/2	
Credits, 60 days sight	52	
ON BOMBAY.—		
Telegraphic Transfer	156	
Bank, on demand	156 1/2	
ON CALCUTTA.—		
Telegraphic Transfer	156	
Bank, on demand	156 1/2	
ON SHANGHAI.—		
Bank, at sight	71 1/2	
Private, 30 days sight	72 1/2	
ON YOKOHAMA.—		
On demand	3 p.c. dis.	
ON MANILA.—		
On demand	1 1/2 p.c. dis.	
ON SINGAPORE.—		
On demand	1 1/2 p.c. pm.	
ON BATAVIA.—		
On demand	125 1/2	
ON HAIPHONG.—		
On demand	2 p.c. pm.	
ON SAIGON.—		
On demand	1 p.c. pm.	
ON BANGKOK.—		
On demand	60	
SOVEREIGNS, Bank's Buying Rate	9.40	
GOLD LEAF, 100 fine, per tael	49.50	
SILVER, per oz	29 1/2	

OPUM.

Quotations are:—	Allow 5 net to 1 centy.
Malwa New	\$806 to \$810 per picul.
Malwa Old	\$820 to \$830
Malwa New	\$840 to —
P. P. per wrapped	\$350 to —
Persian fine quality	\$870 to \$920
Persian extra fine	to —
Patna New	\$897 1/2 to — per chest.
Patna Old	to —
Bengal New	\$885 to —
Bengal Old	to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Preussen*, carrying the German mails with dates from Berlin of the 26th inst., left Colombo on Saturday, the 15th inst., p.m., and may be expected here on or about Wednesday, the 26th inst.

THE AMERICAN MAIL.
The P. M. steamer *China*, with mails, &c., from San Francisco to the 20th ult., via Honolulu, has arrived at Yokohama and left for this port on the 12th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of China* left Vancouver for Hongkong via usual ports of call on Thursday, a.m., the 6th inst.

MERCHANT STEAMERS.
The N. Y. K. steamer *Yamato Maru* (Australian Line) left Manila for this port on the 16th inst., and is expected to arrive here on the 18th inst.

The H. A. L. steamer *Sambika*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

The O. S. S. steamer *Sarpedon* left Singapore on Friday, the 14th inst., p.m., and is due in Hongkong on 20th inst., a.m.

The N. Y. K. steamer *Ananaga Maru* (European Line) left Singapore for this port on the 15th inst., and is expected to arrive here on the 21st inst.

The Austrian Lloyd's steamer *Marie Valerie* left Singapore for this port on Saturday, the 15th inst.

The N. C. L. steamer *Frederick*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 21st inst.

The C. & O. steamer *Bergengus* will leave Moji on the 19th inst. for Hongkong, and is due here on the 24th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bomabay Line) left Bombay via ports for this port on the 13th inst., and is expected to arrive here on the 18th inst.

The N. P. steamer *Queen Adelaide* has arrived at Yokohama and sailed for Hongkong on the 6th inst.

The N. P. steamer *Victoria* has arrived at Yokohama and sailed for Hongkong on the 11th inst.

JOINT STOCK SHARES.

HONGKONG, 17th December.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/10— \$15.00 per share for 1st half year 1900	\$30 p. o. pr.—\$37 1/2. London \$59 10s.
Bank of China & Japan, Ltd.	100,000	25	25	None	45 1/2.
Do. Deferred	1,250	21	21	None	25 1/2.
National Bank of China, Ltd.	10,000	210	210	2 1/2 for 1899	\$20, buyers
Do. Founders' Shares	29,955 B	210	210	2 1/2 for 1899	\$20, buyers
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. o. ch.—\$20 for 1899	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10p. ch. for year end 30/6/1000	\$50, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$115, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$110, buyers
Carson Ins. Office, Ltd.	10,000	\$250	\$250	10p. ch. for year end 30/6/1000	\$145, buyers
Straits Insurance Co., Ltd.	80,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$1.
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1899	\$285, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$30 for 1899	\$75, buyers
SHIPPING.					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1000	\$33 1/2, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$90 1/2.
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. ch. for 1899	\$5, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ch. for year end 30/6/1000	\$48.
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$12, buyers
Do. Ordinary	20,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$12.
Do. do.	20,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$18, sales & buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$27, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10p. ch. for year end 30/6/1000	\$25, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$3 for 1897	\$122, sellers
Luzon Sugar Ref. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$80, buyers
MINEING.					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$3, sellers
Do. Preference	30,000	\$1	\$1	None	75 cents, sellers
Societe Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	None	\$30, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	7 cents, sellers
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5	10p. ch. for year end 30/6/1000	\$7.10, sellers
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	10p. ch. for year end 30/6/1000	\$27, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$1.20, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$1	\$1	First year	5 cents
Do. Preference	70,000	\$1	\$1	First year	30 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	10p. ch. for year end 30/6/1000	\$45, buyers
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	10p. ch. for year end 30/6/1000	\$64, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	22 p. ch. for 1899	\$20 1/2.
New Amoy Dock Co., Ltd.	6,000	\$3	\$3	22 p. ch. for 1899	\$189, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$201, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	10p. ch. for year end 30/6/1000	\$40, buyers
West Point Building Company, Limited	12,500	\$50	\$50	10p. ch. for year end 30/6/1000	\$120, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10p. ch. for year end 30/6/1000	\$82 1/2.
Oriental Hotel Co., Limited	7,000	\$50	\$50	10p. ch. for year end 30/6/1000	\$11.75, sales & sellers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11.75, sales & sellers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
International Cotton Mill Co., Ltd.	10,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
Leau-kung-mow Cotton Spinning Co., Ltd.	8,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
Wear & Dye Co., Ltd.	18,000	\$100	\$100	10p. ch. for year end 30/6/1000	\$11.75, buyers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$16, sales
China Borneo Co., Ltd.	7,500	\$20	\$20	10p. ch. for year end 30/6/1000	\$11, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Hongkong Cableway Co., Ltd.	10,000	\$50	\$50	10p. ch. for year end 30/6/1000	\$11, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	10p. ch. for year end 30/6/1000	\$11, buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10p. ch. for year end 30/6/1000	\$11, buyers
Hongkong High-Level Tramway Co., Ltd.	1,250	\$100	\$100	10p. ch. for year end 30/6/1000	\$11, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	10p. ch. for year end 30/6/1000	\$11, buyers
Carriemichael & Co., Ltd.	2,000	\$25	\$25	10p. ch. for year end 30/6/1000	\$11, buyers
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	10p. ch. for year end 30/6/1000	\$11, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Bell's Asbestos E. Agcy., Ltd.	10,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Tobacco Planting Co., Ltd.	20,000	\$20	\$20	10p. ch. for year end 30/6/1000	\$11, buyers
China Mortgage Co., Ltd.	50,000	\$20	\$20	10p. ch. for year end 30/6/1000	\$11, buyers
Watkins, Limited	10,000	\$10	\$10	10p. ch. for year end 30/6/1000	\$11, buyers
Universal Trading Co.	50,000	\$20	\$20	10p. ch. for year end 30/6/1000	\$11, buyers
CHINA COMPANIES.					
Alumina, Limited	200	\$300	\$300	10p. ch. for year end 30/6/1000	\$1,500, buyers
La Commercial, Limited	750	\$100	\$100	10p. ch. for year end 30/6/1000	\$1,000 ex div.
Hensonia, Limited	750	\$100	\$100	10p. ch. for year end 30/6/1000	\$1,000
La Favonta, Limited	130	\$300	\$300	10p. ch. for year end 30/6/1000	\$700, sales

THE MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	89 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	2 1/2 "
DOCK No. 2 (at MUKAIJIMA).	
Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	2 1/2 "
PATENT SLIP (at KOSUGE).	
Can take vessels up to 1,000 tons gross.	

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The Company has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1619]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only. With Shot. 8.50
P. P. Cases. 6.25
P. P. Cases. 6.25
P. P. Cases. 6.25
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gummekers, Hongkong.
Hongkong, 27th July, 1897. [187]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS AND SCANTLING, PLANED, TONGUED, AND GROOVED. BOARDS FOR FLOORING, CHAIRING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [2787]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

PUT LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2639-2]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 10th DECEMBER, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Wind.	Weather.
Vladivostok	2 p.	29.98	39.1	W 4	—
Tokyo	3 p.	30.11	39.1	W 4	—
Kobe	3 p.	30.11	39.1	W 4	—
Nagasaki	3 p.	30.11	39.1	W 4	—
Kagoshima	3 p.	30.11	39.1	W 4	—
Tsushima	3 p.	30.11	39.1	W 4	—
Yokohama	3 p.	30.11	39.1	W 4	—
Manila	3 p.	30.11	39.1	W 4	—
Amoy	3 p.	30.11	39.1	W 4	—
Swatow	3 p.	30.11	39.1	W 4	—
Canton	3 p.	30.11	39.1	W 4	—
Hongkong	3 p.	30.11	39.1	W 4	—
Vladivostok	3 p.	30.11	39.1	W 4	—
Tokyo	3 p.	30.11	39.1	W 4	—
Kobe	3 p.	30.11	39.1	W 4	—
Nagasaki	3 p.	30.11	39.1	W 4	—
Kagoshima	3 p.	30.11	39.1	W 4	—
Tsushima	3 p.	30.11	39.1	W 4	—
Yokohama	3 p.	30.11	39.1	W 4	—
Manila	3 p.	30.11	39.1	W 4	—
Amoy	3 p.	30.11	39.1	W 4	—
Swatow	3 p.	30.11	39.1	W 4	—
Canton	3 p.	30.11	39.1	W 4	—
Hongkong	3 p.	30.11	39.1	W 4	—